

ALASKA WING

# Civil Air Patrol

ANNUAL REPORT 1972

WILLIAM A. EGAN  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 25, 1973



Colonel James E. Carter  
Wing Commander  
U.S.A.F.-Civil Air Patrol  
Elmendorf Air Force Base  
Alaska 99506

Dear Colonel Carter:

On behalf of countless Americans who followed the search and rescue efforts to find Congressmen Hale Boggs and Nick Begich, Russell Brown, and Pilot Don Jonz, lost on their ill-fated flight between Anchorage and Juneau, I wish to extend our deepest thanks to the Civil Air Patrol.

This monumental search endeavor was of an amplitude and intensity that has rarely been matched, covering an extremely rugged coastal range that made every effort a frustrating challenge. Rapidly approaching winter weather compounded search problems and added a further hazard to each mission.

Civil Air Patrol aircraft logged hundreds of hours, covering thousands of square miles along the route of the missing airplane. Alaskans from all walks of life unselfishly devoted many hours of their time in this effort, often at the risk of their own safety and well-being.

Alaska's Civil Air Patrol has already amassed an illustrious history of search and rescue operations. Their intensive and determined mission to locate the missing Begich aircraft is another proud accomplishment of the personnel of the Civil Air Patrol in Alaska.

Sincerely,

A handwritten signature in cursive ink that reads "William A. Egan".

William A. Egan  
Governor



## CIVIL AIR PATROL

ALASKA WING

BOX 1836

ANCHORAGE, ALASKA



OFFICE OF THE COMMANDER

TO THE GOVERNOR OF ALASKA AND MEMBERS OF THE EIGHTH  
ALASKA STATE LEGISLATURE

It is with great humility I accept the challenge of Wing Commander.

My predecessor Colonel James E. Carter's accomplishments as Commander of the Alaska Wing Civil Air Patrol have been superlative. He was formally recognized for his achievements nationally, state-wide and in the Greater Anchorage Area on February 17, 1973.

The tremendous groundwork laid in the past fourteen years has enabled us to have the outstanding rescue capability we now enjoy, saving sixteen out of twenty lives nationally last year.

We look forward to a promising future with hangars in Anchorage, Fairbanks, Juneau, Kenai and Soldotna. With the modern up-to-date aircraft we possess through Colonel Carter's tireless efforts, these facilities can be utilized for any type of emergency.

Our members come from all walks of life, and vary in age from 13 to 75. They are most willing at any time to volunteer their free time and weekends, taking time off from their various vocations to extend a hand to fellow Alaskans in need.

Without the help and support of the State of Alaska we would be unable to meet the challenge for the search and rescue emergency needs of Alaska.

Our one thousand plus volunteer members stand ready.

Thank you Jim for a job well done.

J. VIC BROWN, JR. Lt. Colonel, CAP  
COMMANDER



# CIVIL AIR PATROL

ALASKA WING

BOX 1836

ANCHORAGE, ALASKA



OFFICE OF THE COMMANDER

TO ALL MEMBERS, ALASKA WING, CIVIL AIR PATROL.

On behalf of my family and myself, I want to take this means of thanking everyone for the magnificent oil painting by Scott McDaniel which was presented to us at the whing-ding of 17 February. It shall long serve as a reminder of the great people I have worked with in the Alaska Wing and the warm friendship I have enjoyed with all of you during the many years of our association.

During the closing days of my tenure as Wing Commander, I received several pieces of correspondence that reflect the general appreciation and admiration by others of the outstanding contributions that all of you have made to Civil Air Patrol and the State of Alaska. It is only proper and fitting that these letters be shared with you. Attached are letters from Governor Egan, General Westberg, our National Commander, and General Smith, Commander Alaskan Air Command.

You can be justly proud of your accomplishments and reputation. It is my hope that in the days to come each and everyone of you will continue to find happiness and success with your volunteer work in Civil Air Patrol.

Sincerely,

JAMES E. CARTER, Colonel, CAP



# COMMAND



LT. COL. J. VIC BROWN  
*Commander, Alaska Wing*



LT. COL. RUSSELL J. ANDERSON  
*Deputy Commander*



LT. COL. MARGARET COOK  
*Chief of Staff*



MAJOR BILL WALDRON  
*Commander  
Polaris Group*



LT. COL. RALPH WARREN  
*Commander  
Southeastern Group*



LT. COL. GORDON WEAR  
*Commander  
Yukon Group*

# ORGANIZATIONAL STRUCTURE

National Headquarters Civil Air Patrol is located at Maxwell AFB, Alabama. Each wing headquarters provides command and staff supervision over its subordinate units.

## POLARIS GROUP

Maj. Arthur L. Waldron, Anchorage

Anchorage Cadet	Maj. John M. Cooley
Dimond Cadet	Capt. Keith A. Trexler
Elmendorf Cadet	Maj. Arthur M. Harris
Kenai Senior	1/Lt. Jerry Sutton
Seward Composite	Maj. Emmitt W. Hill
Soldotna Senior	Capt. Paul G. Issak

## UNITS OF THE ALASKA WING

### CIVIL AIR PATROL

Lt. Col. J. Vic Brown, Jr.	— Commander
Lt. Col. Margaret M. Cook — Chief of Staff	

## SOUTHEASTERN GROUP

Lt. Col. Ralph R. Warren, Juneau	
Juneau Cadet	Maj. Samuel A. Richard

Lt. Col. Gordon K. Wear, Fairbanks

Clear Senior	I/Lt. Thomas H. Lamb
Fairbanks Cadet	Lt. Col. John C. Gilmore
Kotzebue Senior	Lt. Col. John M. Cross

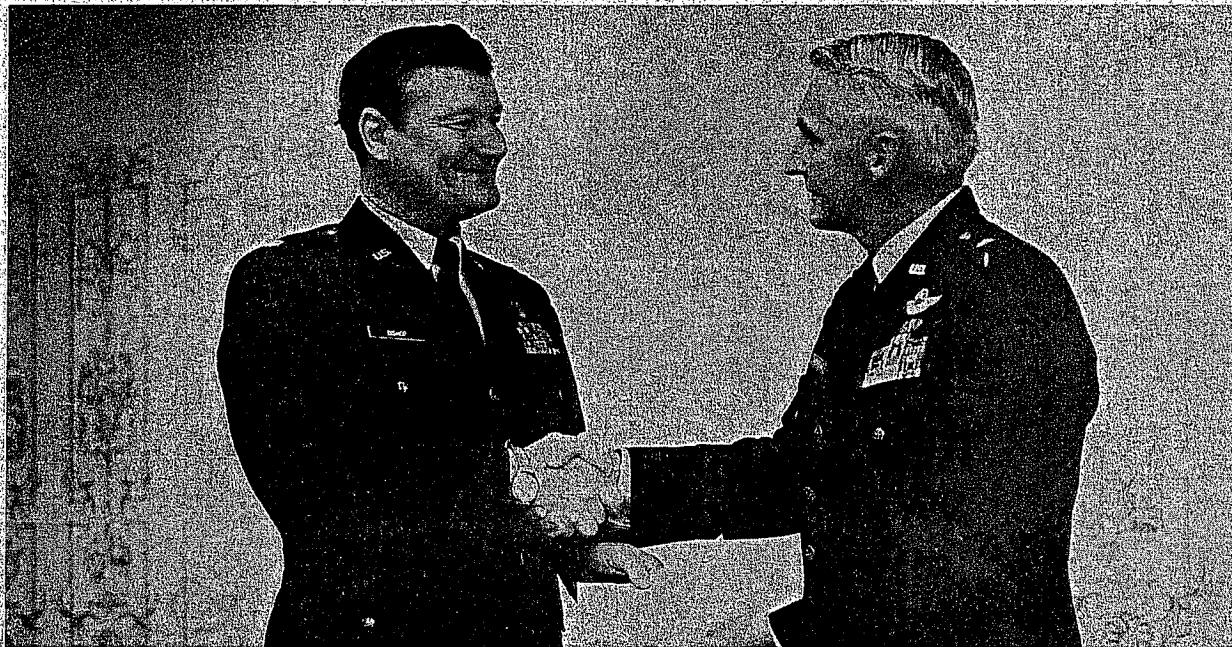
## YUKON GROUP



## UNITS ASSIGNED TO WING HEADQUARTERS

Bi-City Cadet	I/Lt. Warren Enzler
Clear Cadet	S/M R. W. Mountjoy
Cordova Senior	Capt. C. W. Collins
Glacier Cadet	Maj. Robert E. Hickey
Homer Composite Squadron	Capt. Velton Cason
Ketchikan Cadet	Capt. Kenneth M. Dillard
Matanuska Valley Cadet	Maj. C. L. Woods
Matanuska Valley Senior	Capt. LeRoy Johnson
Nome Cadet	S/M Edgar A. Spruce, Jr.

## USAF-CAP LIAISON OFFICE



Lt. Col. Norm Bishop receives letter of commendation from Gen. Westberg, Commander of CAP.

The Civil Air Patrol is a volunteer, nonprofit, civilian auxiliary of the United States Air Force. The manning structure is very similar to the Air Force. CAP provides the USAF invaluable service in search and rescue missions, education of the public on aerospace matters, and in providing the United States with future aerospace leaders through the cadet program. As a result, the USAF considers the Civil Air Patrol one of the best buys the Air Force ever made from a cost effectiveness point of view.

To assure CAP the necessary support and assistance to accomplish its mission, the USAF considered it essential to have liaison offices manned by active USAF advisory personnel. Lt. Col. Norman C. Bishop and TSgt. David Lopez are assigned to the Alaskan USAF Liaison Office to assume this responsibility. This office provides USAF surplus supplies, maintenance assistance, transportation, property, real estate, and management advice in order that CAP may continue to successfully fulfill its specific goals.

Following is a summary of USAF support provided to the Alaska Wing through the USAF Liaison Office during CY 1972:

1. Over \$285,300 of DOD property transferred to Alaska Wing, CAP, consisting of:
  - a. Four aircraft for search and rescue operations consisting of two Cessna U3B's and two Cessna 305A's.
  - b. Aircraft engines, skis, floats, and struts.
  - c. Use of a \$500,000 Air Force building, consisting of 6,365 sq. ft. to be used as the new headquarters for the Alaska CAP Wing.
  - d. Various equipment for office, film reproducing, and communications uses, clothing, survival gear, power units, and other miscellaneous equipment secured from Redistribution and Marketing.

- e. Complete restoration and repainting of one CAP PA-18 aircraft plus repainting of three CAP Beaver U6A aircraft through DOD appropriated fund expenditures totaling \$5,400.
2. Airlift for inspection visits, distinguished visitors, conferences, encampment, and special activities within Alaska and the Lower 48.
3. Three week aerospace education workshop with 25 educators at Elmendorf AFB, Alaska, and a trip to the USSR.
4. Airlift support of the CAP National Convention held in Dallas, Texas, in September 1972.
5. Summer cadet encampment at Elmendorf AFB, Alaska, with 50 cadets and 17 staff senior members participating. Winter Type B cadet encampment at Kulis ANG base, Anchorage, Alaska, with 19 cadets and 4 staff senior members participating.
6. \$31,100 paid by the Air Force for fuel and oil consumed during search and rescue missions.

The Civil Air Patrol continues to be the largest rescue and recovery organization in America, having flown 27,400 flying hours in SAR operations, with over 63,000 active members, more than 17,000 communications stations, and 5,300 light aircraft available. Each year CAP participation in search and rescue operations saves the taxpayer and the Air Force several million dollars.

Civil Air Patrol in Alaska has been providing the State of Alaska, and the USAF, outstanding service in support of rescue and recovery operations. With continued support of and coordination with the State of Alaska and the Air Force, CAP will continue to improve upon its distinguished record.

## THE NEED FOR THE CHAPLAIN HAS NEVER BEEN GREATER IN C.A.P.

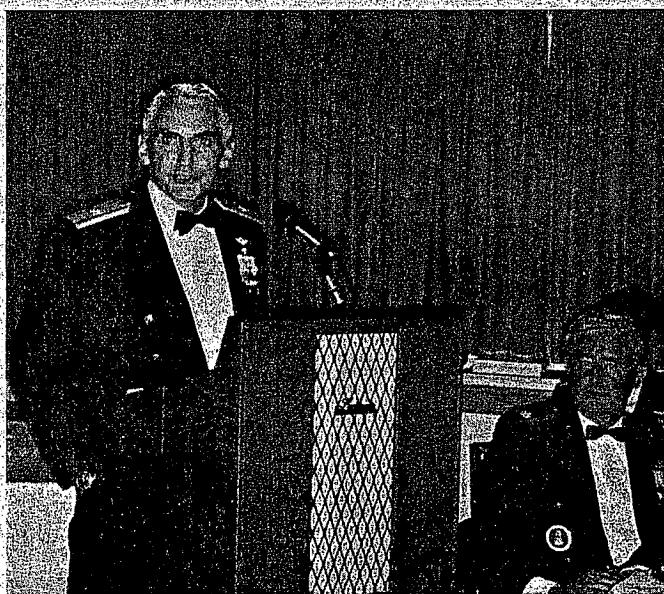
The need for moral leadership has never been more urgent than now, and fulfilling its need is the Chaplain Program of CAP which acts as the catalyst for all matters relating to religious life, morals and the morale of CAP membership at the Senior and Cadet levels. Chaplain, Major William Elkington of the Alaska Wing and all chaplains in CAP are subject to Level One Training along with the regular Senior membership and each maintains and furnishes his own uniform, pays his own dues and attends all sessions possible.

In 1972 Col. Pace, National Chaplain of CAP, visited the Alaska Wing in June during the annual



CHAPLAIN (Major) WILLIAM ELKINGTON

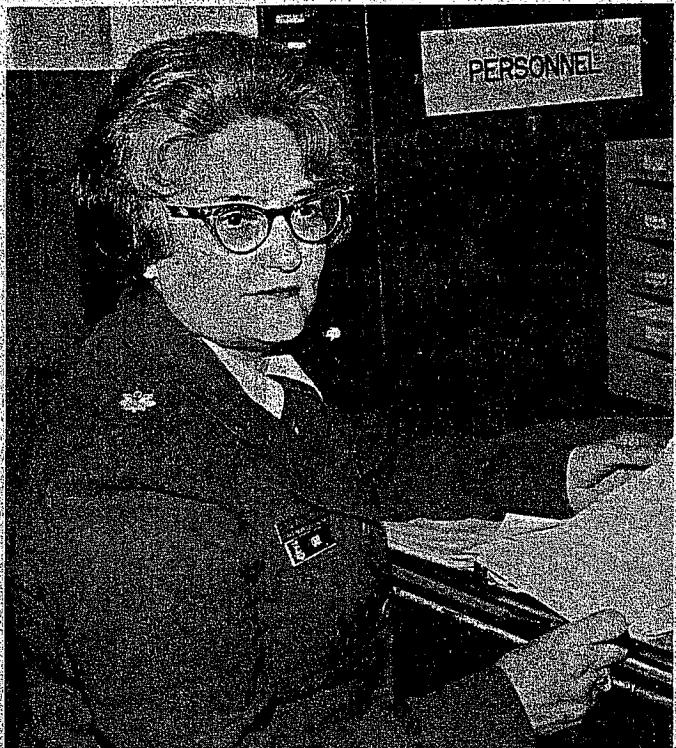
Cadet Encampment where a Chaplains' training program was conducted allowing the chaplains to use their new skills with the cadets encamped at Elmendorf AFB.



Brig. Gen. Leslie J. Westberg, National Commander CAP, speaking at retirement ceremonies for Col. Carter.

Chaplain Elkington of the Alaska Wing is a shining example of morale leadership found in CAP and his counsel is regularly sought by Cadet and Senior members. He opens and closes each monthly session of the Alaska Wing meetings as a whole with a prayer. He faithfully tries to make all the trips that he can with the Senior membership and is constantly in contact with the Cadet activity of CAP to instill loyal, upright and decent youth. His activity is a reflection of the same program found in all units of the CAP program in Alaska where Chaplains are available.

## PERSONNEL



LT. COL. FLORENCE ORR  
*Director of Personnel*

All personnel of CAP in Alaska Wing are volunteers. They are willing and working members of an organization pledged to contribute their efforts, services, and resources in the development of aviation and in the maintenance of Aerospace supremacy. They are encouraged to develop by example the voluntary contributions of private citizens to the public welfare, and the development of aviation. Both for the senior member and for cadets.

Because there is such a large number of interesting and vital jobs that can be performed by members of all ages CAP welcomes all ages above 18 years old to senior membership.

Of the 672 Senior members in Alaska 412 have Federal Aviation Administration (FAA) pilot cer-

tificates, and many more are qualified observers and assist and fly on the various missions of CAP in Alaska.

In addition to the regular senior members Alaska has 80 General Membership members known as GAM. These are people who own planes or are simply interested in saving lives. GAM has a special appeal to those people who want to assist in Search and Rescue, but are too busy and haven't time for meetings, training exercises or other responsibilities expected of regular CAP members. They represent a valuable additional volunteer resource to call upon for assistance when needed. These members are not assigned to local membership units; however, local unit commanders are encouraged to contact GAM members and welcome them to Civil Air Patrol.

National CAP had set a goal for Alaska for 800 members in 1972.

We have exceeded that, with 672 senior members and 80 GAM members.



Col. Raymond H. Gaver (center), Pacific Regional Commander CAP, making statement to Col. James Carter (left), retiring Alaska Commander, and Col. J. V. Brown (right) new Commander.

## 1972 CADET PROGRAM REPORT

New units were organized at Homer and Nome in the spring of the year. An attempt was made to organize a unit at Dillingham but with little success in 1972. Additional coordination and organizational trips will be necessary to get things rolling in this area.

During the year cadets within the state wanted to become more involved in the mission of search and rescue. The Cadet Advisory Council Chairman and Vice Chairman requested a meeting with the Wing Commander and Polaris Group members along with others interested in the cadet program. The fruits of this meeting were as follows: three new Cessna 150's were ordered from the factory and delivered in May 1972 for the purpose of Cadet Flying Training. A Ground Team of advanced cadets was formed to help set up remote communication stations, and refueling stations to aid in the search and rescue effort and became operational several times during the year including the long and tiring Begich search.

Three encampments were conducted during the year — two Type B and one Type A, the Type A was held at Elmendorf AFB for two weeks in late June 1972 commanded by Major Peterson Alaska

Wing. One type B was held in June and July commanded by Major Hickey, Glacier Cadet Unit Commander. The other Type B was held in December commanded by Captain Trexler.

There are many special activities areas open to Cadets in the CAP Cadet Program. Taking advantage of one week training trips to the South 48 were Cadet Howie Hilliker of Juneau who went to the Air Force Academy Survival Course, Robert Fletcher of Anchorage who attended an ATC Familiarization Course, Shirley Fletcher of Anchorage who went to the FAA Cadet Orientation Program, and Robert Rush who attended a Spiritual Life Conference with the Alaskan Wing Chaplain Elkington.

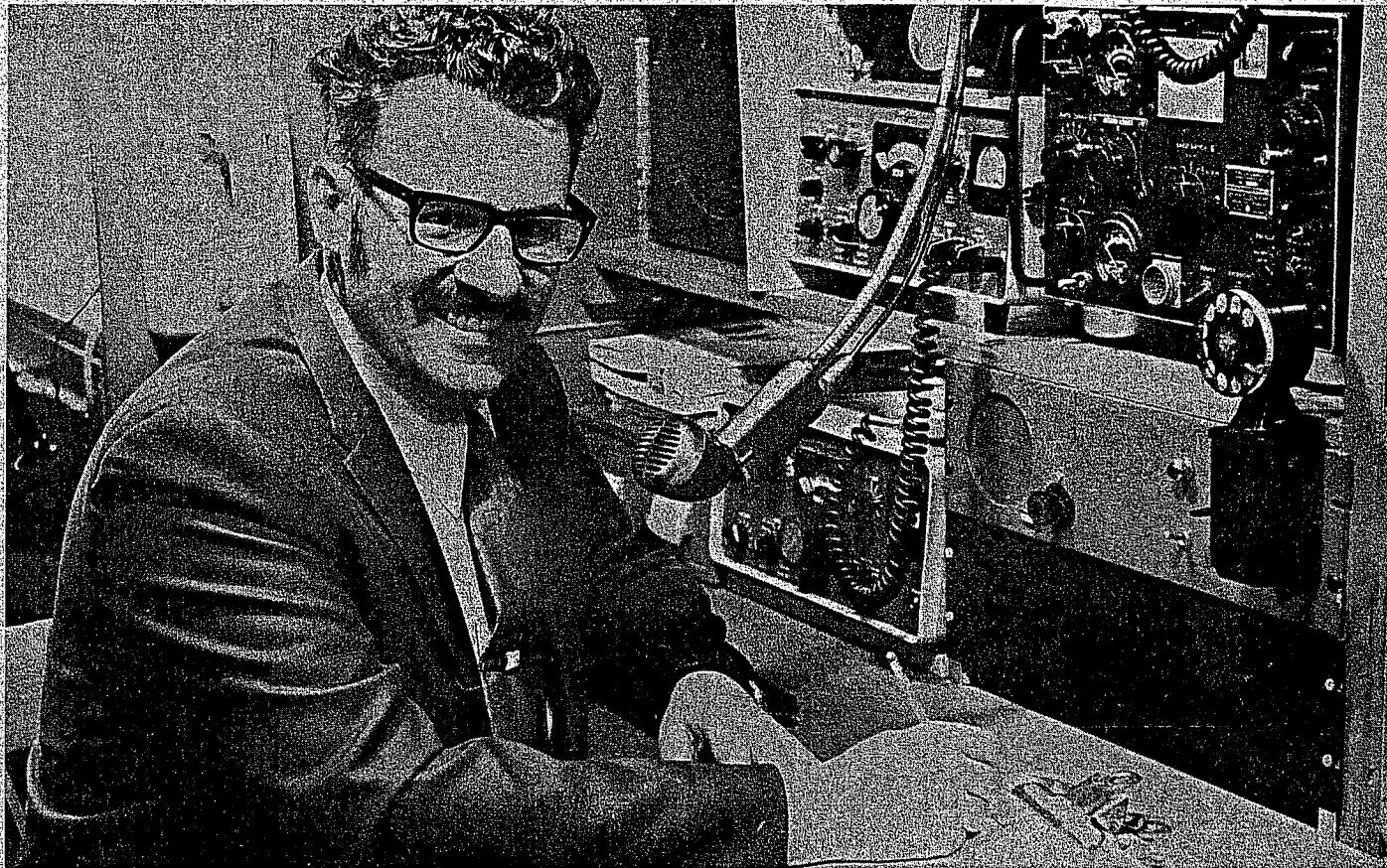
Cadet Robert Isaac of Juneau took a months Cadet Exchange Trip to Australia taking part in the CAP Program designed to promote international good will, understanding, and fellowship.

Eight Cadets soloed in powered aircraft during the period 17 June 72 to 11 October 72. The new Cessna CAP Aircraft were used for this training. 125 cadets also received orientation flights in CAP Corporate Aircraft in 1972, statewide.



Pacific Region Commanders Call — Commanders and Aides from Hawaii, Nevada, California, Oregon, Washington and Alaska meet at Royal Inn.

## COMMUNICATIONS



Major Wilse G. Morgan, Director of Communications

The Alaska Wing CAP communications network had its severest test during November and December of 1972. The search for U. S. Representatives Boggs and Begich included units from the Air Force, Army, Coast Guard and civil agencies. The CAP had much of the responsibility for the coordination of the search and rescue efforts between these units. CAP communication facilities air-ground and point to point were utilized for this purpose. A new communication facility has recently been completed at Polaris Group Headquarters. The equipment includes VHF for Air to ground and SSB equipment for point to point communication. This will enable Group Headquarters to monitor a mission that is

taking place several hundred miles away. They will now be able to react instantly to any situation that could arrive at the mission location.

National Headquarters and the Federal Communications Commission have allowed the licensing of VHF FM repeaters. We are presently constructing a repeater and will have it operational by the end of the summer. A repeater is a device which retransmits received signals in order to provide improved communication range and coverage between mobile to mobile stations or to small hand held portables. The repeater will also offer the cadets an opportunity to become proficient in radio net operations.

## OPERATIONS



Civil Air Patrol flight operations during 1972 continued the steady growth that has been going on for the last ten years. During 1972, there were 457 USAF authorized missions and US Coast Guard missions. Civil Air Patrol participated in 203 missions and flew 1561 sorties for a total search flight time of 3535 hours for the year. There were 208 aircraft accidents reported to the FAA in 1972. Total flight time for the year was 4306 hours for corporate owned aircraft.

Over 125 Alaskan youths in the Cadet program were given orientation rides which included a short time at the controls of the aircraft they were flying in.

The CAP now has hangars at Anchorage, Fairbanks, Juneau, Kenai, and Soldotna, and we hope to build hangars at Kotzebue and Palmer in the near future.

CAP has updated its electronic search capability and now has eight aircraft equipped with homing devices to help pinpoint the location of activated crash locator beacons. These aircraft are assigned throughout the state to give the best search coverage of the entire area.

The recent enactment of an Alaska Law requiring emergency locator transmitter beacons (ELT) to be aboard most aircraft operated in Alaska has been very successful from a search and rescue viewpoint. This requirement went into effect in September of 1972 and has resulted in a great reduction in the average time to find a downed aircraft with an operating ELT.

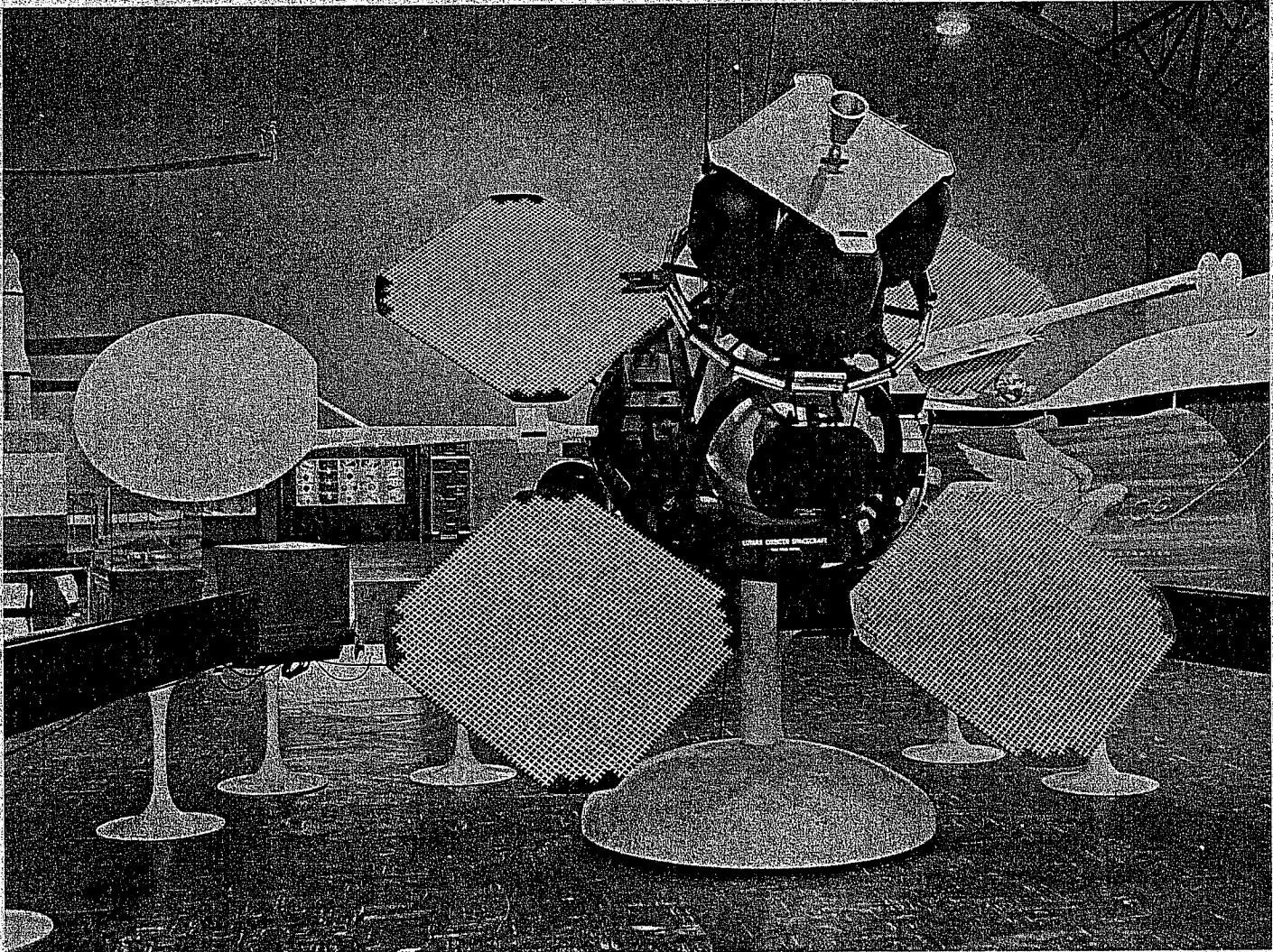
There were 75 missions for ELT activations of which 47 were actual distress missions and 30 were non-distress activations. Recent changes in beacon switch specifications will reduce the false activation problems. The average time to find an accident with a beacon transmitting was 102 hours. Several involved traveling a long distance to the search area. Those missions that were the longest were for aircraft that were not equipped with ELTs and amounted to thousands of search hours.

The General Aviation Membership program (GAM) continues to be very successful in that it is much easier for the pilot and aircraft owner to participate in USAF authorized missions.

CAP members have been participating in training programs for Search and Rescue, Civil Defense, and First Aid Training.

The hours spent on search and rescue missions by the CAP saved the public millions of dollars and thousands of gallons of irreplaceable fuel if heavy aircraft, both fixed wing and rotor, had been utilized exclusively. CAP continues to be the best buy for search and rescue in the large State of Alaska, and we will continue to make the job as fast and efficient as possible both for the benefit of the people in distress and the taxpayers of Alaska and the United States.

## AEROSPACE EDUCATION



There will be an Aerospace Ecology Seminar co-sponsored by the University of Alaska and the Civil Air Patrol starting 25 June 73. This seminar will allow four graduate credits. One week will be in Anchorage and then will be continued in Japan and Hong Kong to study aerospace and ecology in

the Far East. The total cost of this first class trip and study will be about \$1,000.00. A stop over in Hawaii will be allowed for on the return. For further information contact Dr. Stickney, Director of Aerospace Education at the University of Alaska, Anchorage.

THE ALASKA WING — CIVIL AIR PATROL  
**BALANCE SHEET**

June 30, 1972

ASSETS	
<b>Current Assets</b>	
Cash in Bank	\$ 2,944.87
Equipment and Building, at cost and donated equipment	
Buildings	\$110,700.00
Aircraft	87,191.00
Vehicles	9,474.00
Communications equipment	9,126.00
Other equipment	501.00
Total depreciable	216,992.00
Less accumulated depreciation	17,490.87
Equipment and buildings, net	199,501.13
Other assets	46.00
	<u>\$202,492.00</u>

**LIABILITIES AND NET WORTH**

Current liabilities	
Accounts payable	\$ 1,429.88
Net Worth	201,062.12
	<u>\$202,492.00</u>

THE ALASKA WING — CIVIL AIR PATROL  
**STATEMENT OF OPERATIONS**

Year Ended June 30, 1972

Income	
Membership dues	\$ 5,846.31
Senior activities	18.00
Cadet activities	2,017.08
Material and supplies	1,049.00
State appropriation	5,579.40
Salvage proceeds	6,959.53
Other income	2,006.30
	<u>23,475.62</u>
Expenses	
Office expense	\$ 407.77
Materials and supplies	1,380.36
Support of subordinate units	2,234.50
Facility expense	3,529.60
Cadet activities	1,412.27
Senior activities	1,603.77
Miscellaneous expense	351.76
Operations and Maintenance	
Aircraft	4,550.04
Vehicles	428.33
Communications	446.54
Legal and accounting	125.00
Travel expense	5,188.94
Taxes	2,889.90
Salaries	120.00
Depreciation	14,728.87
Miscellaneous	173.33
	<u>39,570.98</u>
Cost of operations	\$ 16,095.36

**STATEMENT OF CHANGES IN NET WORTH**

Year Ended June 30, 1972

Net worth, July 1, 1971	\$217,157.48
Cost of Operations	(16,095.36)
Net worth, June 30, 1972	<u>\$201,062.12</u>

**NOTES TO FINANCIAL STATEMENTS**  
June 30, 1972

The assets of The Alaska Wing, Civil Air Patrol are listed at cost. In many cases surplus aircraft is received from the Department of Defense and entered on the books of account at \$1.00 each.

Three hangars (buildings) were built for Civil Air Patrol from funds appropriated by the State of Alaska and are listed at cost.

Other assets were purchased for Civil Air Patrol by the State of Alaska and are listed at cost.

## SENIOR TRAINING

During the past year special emphasis has been placed on the Level I Training Program. From throughout much of Alaska we had heard criticism of the program and in response have introduced changes. New members generally feel that the level I Training Program is worthwhile and accept it as a prerequisite for advancement. We shall comply with the directives from National Headquarters and attempt to meet the 30 June 1973 deadline for completion of Level I training.

Headquarters members and the Training Officers and Commanders of all units within the Wing have been notified of all special schools open to qualified personnel. Contacts have been made to encourage members to attend National Staff College, Civil Defense College and Coast Guard Search and Rescue Schools. Several members have attended special disaster and civil defense courses.

The Senior Training Section is also liaison for members enrolled in correspondence courses through

the Extension Institute of Air University and conducts all course examinations. Many specialty courses are available to members to better train them for their job specialties. All courses at the Air University are available for qualified members without fee.

Lt. Col. Norma W. Hall has retired as Director of Senior Training. On behalf of the entire Alaska Wing, I would like to express our appreciation to Col. Hall for her service and efforts to the Senior Training Program. We shall miss her.

As a part of Senior Training, ACD Radiological Ground and Aerial Training program under the auspices of the University of Alaska is given to as many units as possible throughout the year. To maintain readiness in this area a four hour refresher course is given each year. Due to the complete utilization of many CAP units in the Boggs - Begich search the annual CAP effectiveness test for Civil Defense was cancelled but a date has been set for 1973 for this important event.



Float prepared by CAP Polaris Group, Merrill Field. It won 2nd place in Industrial Division of Fur Rendezvous Parade.

## INSPECTION



Prior to 1 June 72 the Inspection Section was at a stand-still because it lacked a head. On 1 June 72, William H. McKee, Lt. Col. CAP was assigned to this section at its leader.

An inspection by the National Office was performed on 22 June 72, and when the results came back 11 September 72 the grade was unsatisfactory. Under Col. McKee Inspection has taken positive steps forward by preparing inspection guidance folders for all Wing Staff Agencies, and in establishing

inspection schedules for Wing activities. A pre-inspection assistance visit was made to the Homer Cadet Squadron. An inspection of the Homer Composite Squadron was performed 21 October 72 and closed out at the end of the year.

The Inspection Section completed Phase One of the Senior Training Program and is now enrolled in Phase Two at this time. Schedule of visits and inspections for the coming year 1973 are established and are now in progress.

# ALASKA WING STAFF PERSONNEL

## DEPUTY COMMANDER

Lt. Col. Russell J. Anderson

## INSPECTION

McKee

## CHIEF OF STAFF

Lt. Col. Margaret M. Cook

## LEGAL

Lt. Col. David J. Pree

## ADMINISTRATION

1/Lt. Shirley B. Fletcher  
CWO David E. Automan  
S/M Lester Harding  
Capt. Eugene Harding  
Lt./Col. George F. Lindeman  
S/M Edward G. Lockman

## MATERIAL

1/Lt. Richard H. Gillette, Supply  
Maj. Donald J. Deering, Aircraft Maintenance

## AEROSPACE EDUCATION

Maj. Russell E. Knodel, Deputy  
Maj. Ronald F. Stickney, Workshop Director

## OPERATIONS

Lt./Col. Eugene Q. Weiler, Deputy  
Maj. Albert J. Crook,  
Standardization Evaluation Officer

## CADET TRAINING

Maj. DeVer Peterson, Deputy  
Capt. Keith A. Trexler

## PERSONNEL

Maj. Florence I. Orr, Deputy

## CHAPLAIN

Lt. Col. William Elkington

## SAFETY

Maj. Ruth W. O'Buck  
S/M Gar H. Pessel

## CIVIL DEFENSE

Maj. Allen H. Shewe

## SENIOR TRAINING

W/O Diane Selttenrich

## COMMUNICATIONS

Maj. Wilse G. Morgan, Deputy  
Capt. Fred S. Wagner  
Capt. Harley M. Waldo  
S/M Elbert L. Haye

## TRANSPORTATION

S/M James M. Heton

## EMERGENCY SERVICES

## SPECIAL PROJECTS GROUP

Lt. Col. C. W. Burnette  
Lt. Col. Robert G. Livesay  
Lt. Col. Mary C. Reid  
Lt. Col. Ray W. Hall  
Lt. Col. Robert E. Hall  
Lt. Col. Clyde R. Lewis  
Maj. William C. Williams  
1/Lt. John D. Shaw

## FINANCE

Capt. Catherine F. English

## ADVISOR TO THE COMMANDER

Lt. Col. J. Vic Brown

## INFORMATION

Maj. Joseph W. Evans, Director  
Maj. Allen H. Shewe

## RESERVE

Maj. Samuel A. Richards, Coordinator  
Capt. Keith A. Trexler



1103 Forestwood Drive,  
McLean, Virginia 22101

November 15, 1972

Lt. Col. Norman C. Bishop  
2338 B. Lemon  
Elmendorf AFB, Alaska

Dear Norman:

I want you to know how very grateful our family is for your long and dedicated efforts to locate Nick's missing plane.

There is no group of people in whom I would rather place my faith than the members of the Alaska Civil Air Patrol. You have a fantastic search-and-rescue record, and we have absolutely no doubts that you will find and rescue the plane and its passengers.

In the meantime, you have our deepest appreciation for all you have done.

Hale Boggs  
Mrs. Hale Boggs

Dear Colonel Bishop:  
My heart is filled with gratitude for your participation in the comprehensive search for my husband and his companions.

Our whole family joins me in expressing our thanks for your long hours of difficult work for your enduring interest in the search, and especially for your deep and affectionate concern for Hale, for Nick, for Mr. Brown and for Mr. Jonz.

Our visit to your airfield was most inspiring. The glorious spirit of the Alaskan people is personified in the valiant members of the Anchorage Civil Air Patrol.

With warm good wishes,

Gratefully,  
*Linda Boggs*  
Mrs. Hale Boggs

Sincerely

*Pegge Begich*  
PEGGE BEGICH

OFFICE OF THE NATIONAL COMMANDER

NATIONAL HEADQUARTERS  
CIVIL AIR PATROL  
Commander - Civil Air Patrol  
Newell Air Force Base, Alabama 36112

31 JAN 1973



Colonel James E. Carter, CAP  
Commander, Alaska Wing CAP  
Anchorage, Alaska 99501

Dear Colonel Carter  
It is a pleasure to add my congratulations to those of General Smith to you and all members of your command on your outstanding and professional performance in all of your Alaskan SAR missions.  
Please convey our thanks to the aircrews and support personnel for their devoted hard work in supporting these vital missions. Without your efforts, both individually and as a unit, the excellent achievements of the Alaska Wing could not have been possible.

Again, my sincere gratitude and congratulations to each of you for a job well done.

Sincerely

LESLIE J. WESTBERG  
Brigadier General, USAF  
National Commander

1 Atch  
ANC/C/C Ltr, 29 Dec 1972  
Cc to: Chairman, National Board, CAP  
Vice Chairman, National Bd, CAP  
Genrl. PACR CAP  
16AF-CAP-KO, PACR  
USAF-CAP-LD, AK WG

1941—Three Decades of Volunteer Service to the Nation—1971

DEPARTMENT OF THE AIR FORCE  
OFFICE OF THE COMMANDER, ALASKAN AIR COMMAND  
APO Seattle 98122

Brigadier General Leslie J. Westberg  
Commander, Civil Air Patrol  
Maxwell AFB, Alabama 36122

29 DEC 1972



Dear General Westberg  
I would like to express my sincerest appreciation for the magnificent response by your Alaska Wing CAP units to our request for assistance in the search for Representatives Begich and Boggs. The immediate reaction, professional performance and cooperative effort demonstrated by the Alaska Wing CAP units were truly superior and indicative of their support in all SAR missions. The tremendous effort, 529 sorties and 1102.8 flying hours, that they put forth was doubly remarkable when you consider that the individual members are volunteers and had to take time off from their jobs. Their professionals performance, was exceptionally noteworthy. The Alaska Wing CAP is truly the "backbone" of SAR in Alaska. Without their always willing support, we would be hard pressed to fulfill our SAR obligations.

I would also like to reiterate the deep gratitude expressed by the families of the missing men for the contribution by all the associates in this mission. Through the support of our resources, in addition to the many other SAR forces, the families realized that everything possible was accomplished to locate the missing men.

Please accept my heartfelt appreciation for the exceptional contribution of your personnel to our SAR effort.

Sincerely

DONALD F. SMITH, Major General, USAF  
Commander

DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD



Address Reply To:  
Commanding Officer  
USCG Air Station  
FPO Seattle 98775

11 November 1972

LTCOL N. C. BISHOP  
Civil Air Patrol Liaison Officer  
Elmendorf Air Force Base  
Anchorage, Alaska 99506

Dear Col. BISHOP

I would like to invite your attention to the tremendous team effort and cooperation by the Civil Air Patrol Unit in Juneau during the recent deployment from the Juneau Airport while involved in the search for the overdue Cessna 310 carrying Congressman Begich and Boggs.

During the ten days that we operated out of the Juneau Airport we received full and very necessary assistance from the CAP. Their local knowledge along which we were provided enabled us to perform our mission much more efficiently than otherwise would have been possible. In addition, we were shown and provided charts with specific valuable information related to individual search areas. Of particular help were Jack Gucker, Ed Keller, Bill Dean and Frank Parsons.

The enthusiasm and initiative demonstrated by the CAP in Juneau is indeed a credit to the organization. It was our pleasure to have been associated with such a capable and professional group.

Sincerely,

P. H. BREED  
Commander, U. S. Coast Guard  
Commanding Officer  
U. S. Coast Guard Air Station  
Annette, Alaska